

# **notice d'entretien instructions and maintenance manual**

ESPACE 1100

ENGLISH VERSION

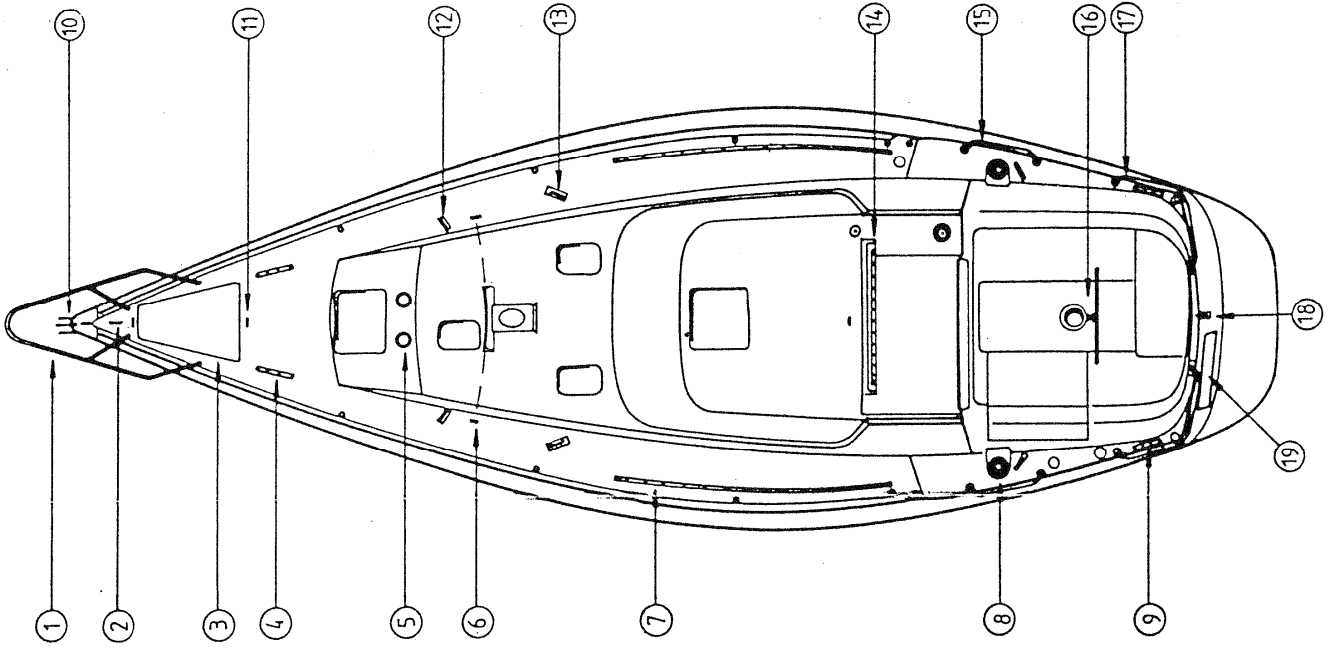
 **Jeanneau**

BP 83 85503 Les Herbiers Cedex France Tél 51.91.06.10 Télex Baroja 711383 F

SPECIFICATIONS

Length over all : 11m50 (37'9")  
 Hull length : 11m00 (36'1")  
 Midship beam breadth : 3m65 (12')  
 Draft CB : 1m22/2m23 (4'/7'4")  
 Draft F/K : 1m65 (5'5")  
 Height to Mast head : 14m75 (48'5")  
 Height without mast : 1m95 (6'5")  
 Displacement CB : 5840 kgs (12875 lbs)  
 Displacement F/K : 5800 kgs (12787 lbs)  
 Authorized n° of persons : 7/8/10  
 Class : 1  
 French Merchant Navy  
 Homologation n° : 2450  
 Tonnage : 13.24 register tons

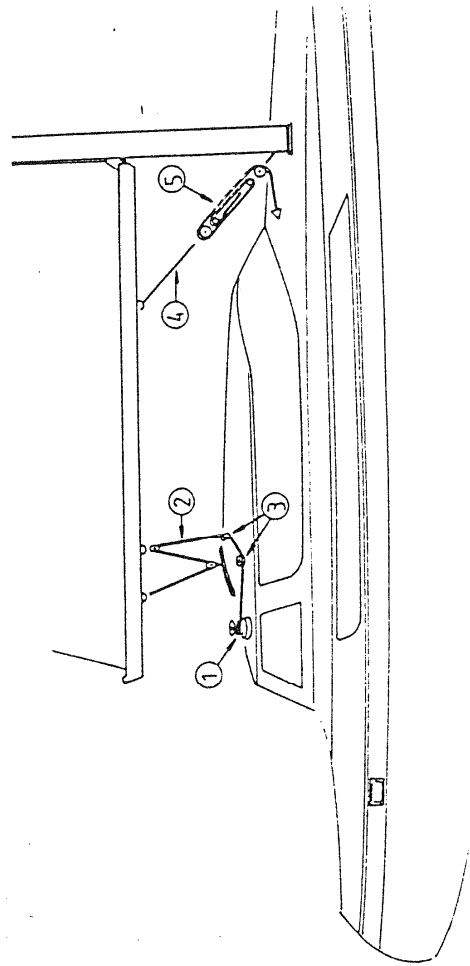
DICK FITTINGS

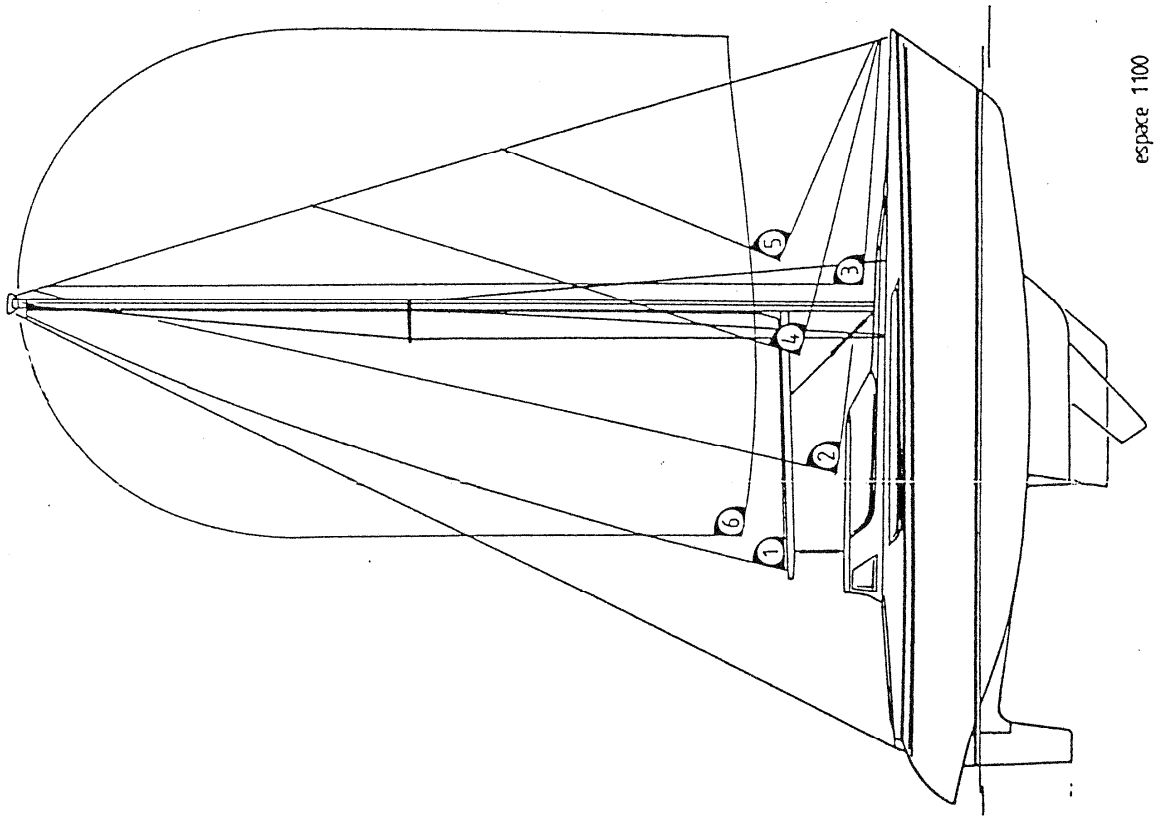


- 1 Forward pulpit
- 2 Releasable forestay bracket (optional extra)
- 3 Chain locker cover
- 4 Forward mooring cleat
- 5 Deck ventilators (Head and forward cabin)
- 6 Chainplates for automatic jib
- 7 Genoa sheet track
- 8 Genoa sheet winch
- 9 Aft mooring cleat
- 10 Stemhead fitting with bow-roller, chain stop, forestay bracket, jib tack chainplate.
- 11 Spinnaker pole downhaul chainplate
- 12 Forward lower shroud chainplate
- 13 Chainplate for shroud, lower shroud aft
- 14 Mainsheet track
- 15 Winch guardrail
- 16 Steering wheel
- 17 Aft pulpit
- 18 Backstay chainplate
- 19 Housing for life-raft

MAINSHEET AND BOOM DOWNHAUL

- 1 Mainsheet winch
- 2 Mainsheet tackle
- 3 Mainsheet lead blocks
- 4 Boom downhaul preventer
- 5 Boom downhaul vang (with jammer block)



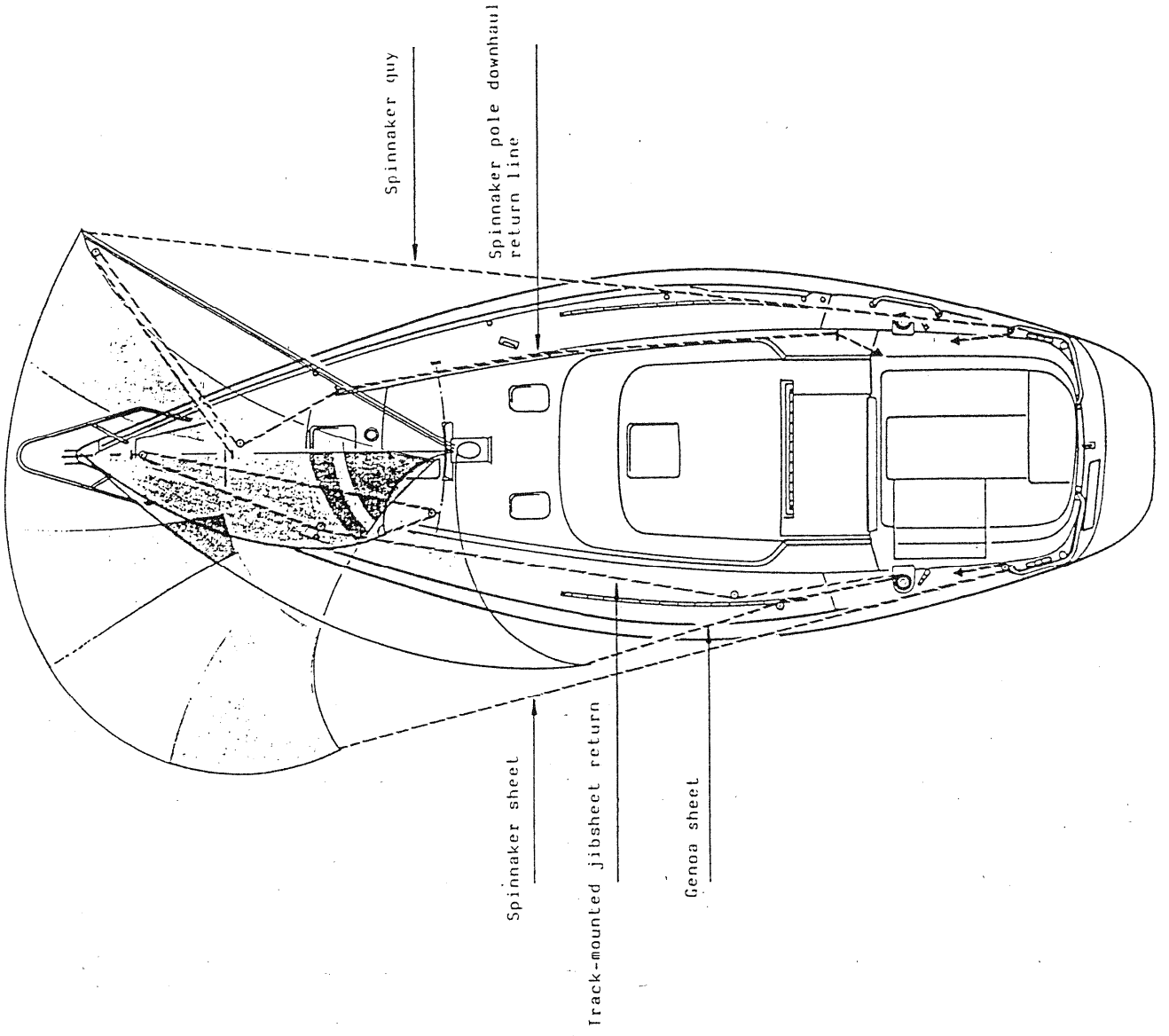


espace 1100

SAIL PLAN

SAIL						
1 Main	11m35	11m92	5m60	22.47 m <sup>2</sup>		
	37'3"	39'1"	11'10"	242 sq.ft.		
2 Genoa	15m40	12m45	6m20	38.40 m <sup>2</sup>		
	45'11 1/2"	40'10"	20'4"	413 sq.ft.		
3 Jib n°1	13m00	12m00	3m56	21.30 m <sup>2</sup>		
	42'8"	39'4 1/2"	11'8"	229 sq.ft.		
4 Jib n°2	8m00	7m00	4m60	16.00 m <sup>2</sup>		
	26'3"	23'	15'1"	172 sq.ft.		
5 Storm jib	5m10	4m05	3m56	7.15 m <sup>2</sup>		
	16'9"	13'3 1/2"	11'8"	77 sq.ft.		
6 Spinnaker	12m90	12m90	6m90	84.56 m <sup>2</sup>		
	42'4"	42'4"	22'8"	910 sq.ft.		

SHEET AND HALYARD SYSTEMS

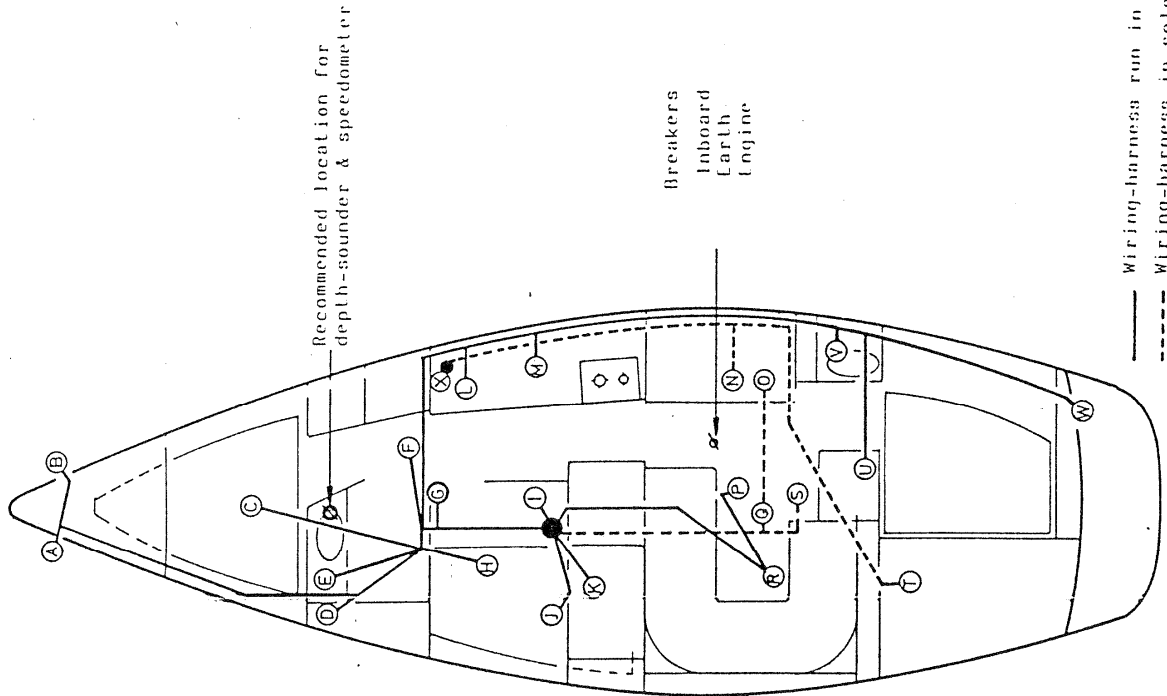


# ELECTRICAL CIRCUIT

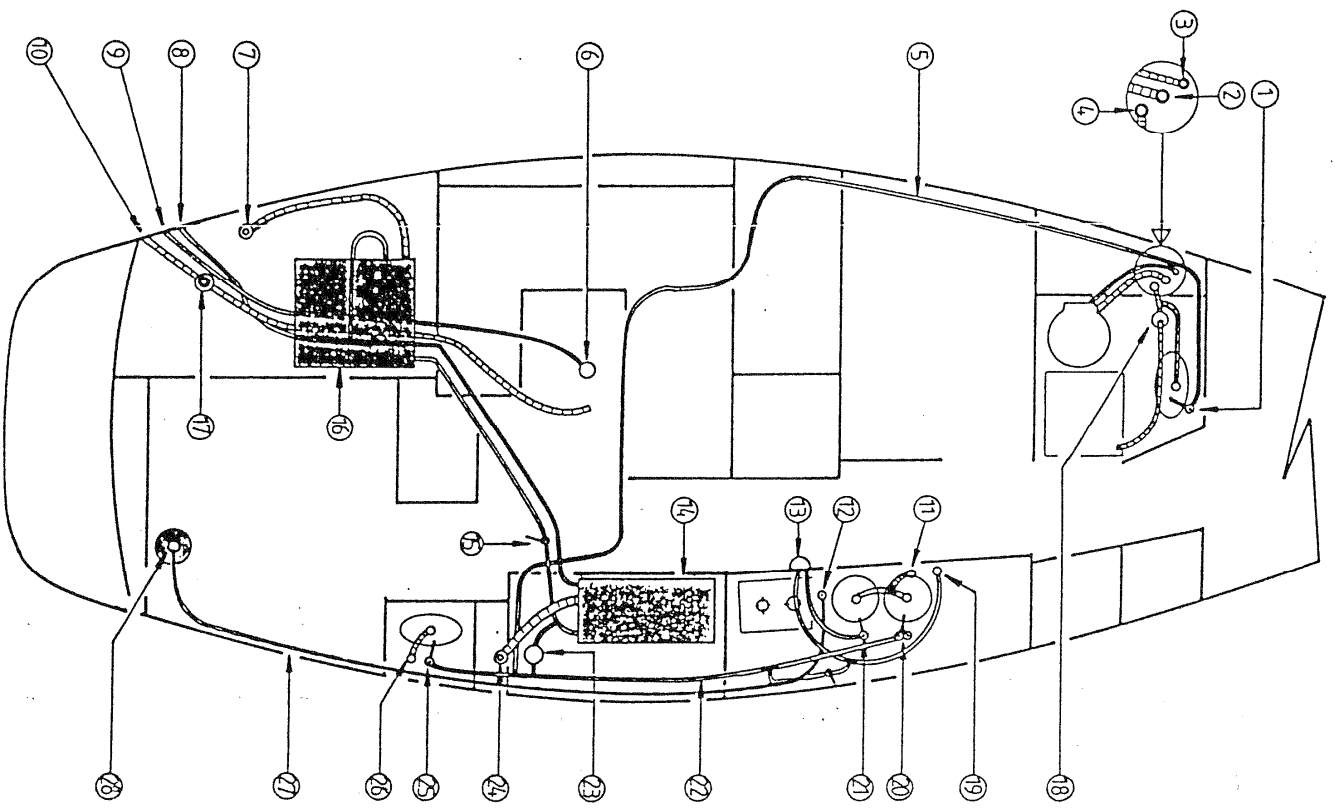
**KEY DESCRIPTION**

**FUSE NUMBER COLOR**

A	Bow light portside	1	Red
B	Bow light starboard	1	Red
C	Forward cabin dome ceiling light	A	Brown
D	Power socket Head	A	Grey
E	Head dome ceiling light	A	Brown
F	Gangway dome ceiling light	B	Grey
G	Masthead light cluster Deck floodlight	3	White
	Steaming/range light	5	Orange
	Anchor light	2	Violet
H	Owner's cabin dome ceiling light	A	Brown
I	Windshield wiper	C	Strap-braided conductor
J	Owner's cabin spotlight	C	Strap-braided conductor
K	Chart reading light	B	Strap-braided conductor
L	Galley dome ceiling light + 12-volt power socket	B	White
M	Galley striplight	B	White
N	Water tank gauge starboard	See panel	
O	Pressurised water unit	6	SC1C/2x1.5
P	Saloon dome ceiling light starboard	B	Orange
Q	Bilge pump	4	SC1C/2x1.5
R	Saloon dome ceiling light portside	B	Orange
S	Fuel tank gauge	SC1C/2x1.5	
T	Water tank gauge portside	See panel	
U	Aft cabin spotlight	C	Violet
V	Aft cabin dome ceiling light	C	Violet
W	Stern light	1	Red
X	Refrigeration unit	7	Red



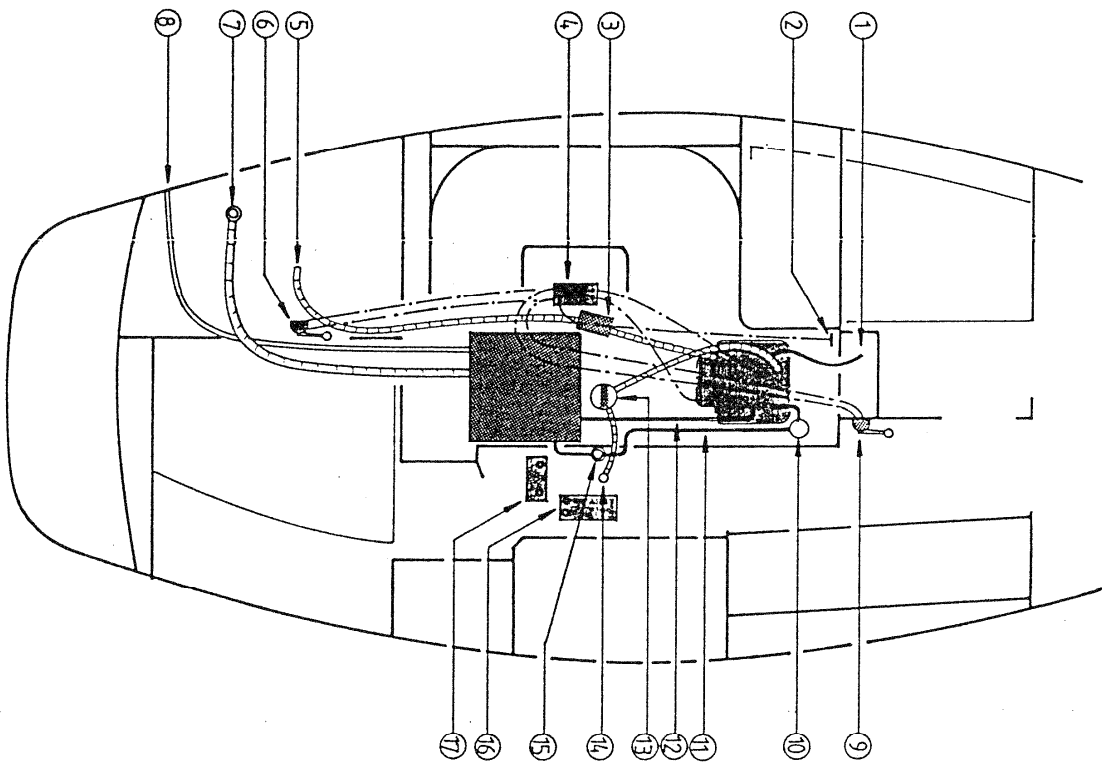
— Wiring-harness run in overhead  
 - - - Wiring-harness in sole



WATER SYSTEM  
GAS SYSTEM

- 1 Showerhead tap/faucet in head
- 2 WC discharge cock
- 3 WC rinse cock
- 4 Washbasin and shower basin waste-water discharge cock
- 5 Supply of fresh water to head
- 6 Electric bilge pump
- 7 Deck fill cover to water tank portside
- 8 Water-tank breather
- 9 Electric bilge pump outlet
- 10 Outlet for manual bilge pump in cockpit
- 11 Galley waste-water discharge cock
- 12 Gas system shut-off cock
- 13 Sink sea-water supply foot-pump
- 14 Water tank starboard (120 l/26.4 imp. gallons/31.7 US g)
- 15 Water-tank balancing cock
- 16 Water tank portside (160 l/35.1 imp. gallons/42.2 US g)
- 17 Cockpit bilge hand-pump
- 18 Hand-pump for discharge of waste-water in shower basin
- 19 Sea-water uptake-cock for galley sink
- 20 Galley fresh-water tap/faucet (provided for water-heater filling)
- 21 Sink sea-water tap/faucet (Be careful of polluted water!)
- 22 Fresh water supply to galley
- 23 Water pressure pump (and expansion chamber in hanging locker)
- 24 Deck fill cover to water tank starboard
- 25 Aft cabin washbasin tap/faucet
- 26 Washbasin discharge cock
- 27 Gas supply
- 28 Gas canister with regulator

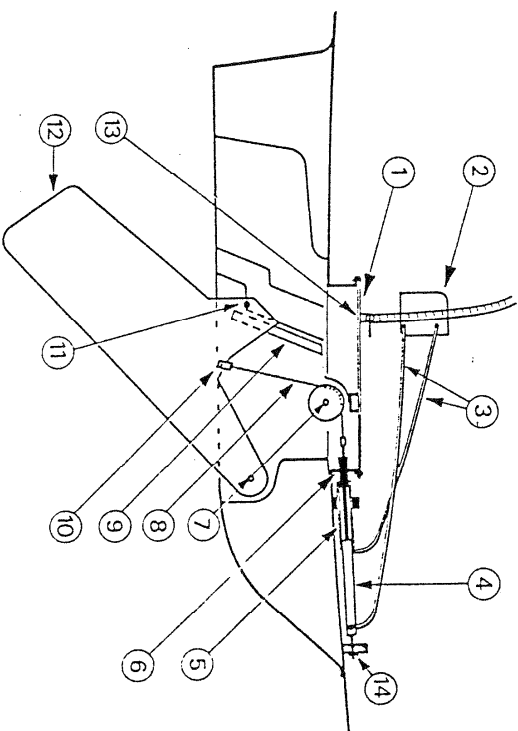




ENGINE SYSTEMS

- 1 Anti-syphon device foreengine water system
- 2 Knob-pull for locking of reverse differential
- 3 Exhaust pipe
- 4 Differential case of reverse and throttle
- 5 Exhaust outlet
- 6 Reverse and throttle control in cockpit
- 7 Fuel tank fill cover
- 8 Fuel tank breather
- 9 Interior control throttle and reverse
- 10 Fuel filler separator
- 11 Engine fuel supply pipe
- 12 Fuel return pipe
- 13 Water strainer
- 14 Water-uptake cock for engine cooling
- 15 Fuel shut-off cock
- 16 Accumulator battery 12-volt - 160 Ah
- 17 Accumulator battery 12-volt - 96 Ah

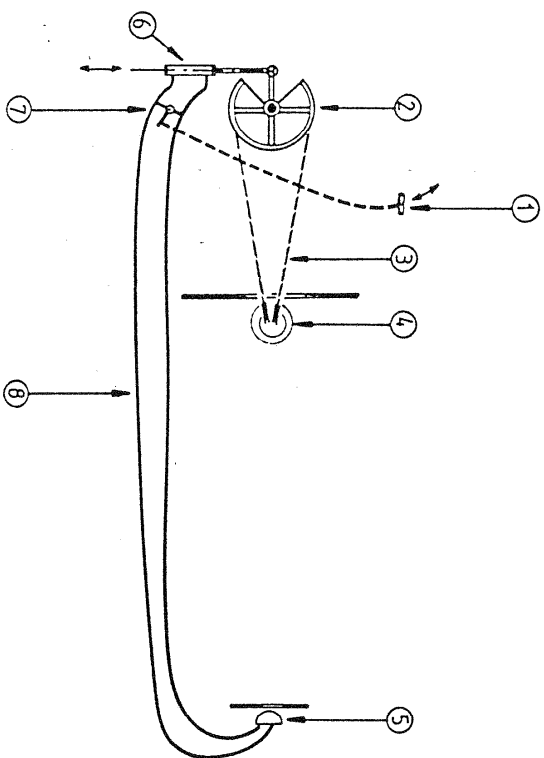
- 1 Centre-board housing cover-plate
- 2 Jack hand-pump
- 3 Jack-control hoses
- 4 Jack
- 5 Waterlightness hose
- 6 Thru-hull tube
- 7 Keel axles and raising block
- 8 Stainless steel wire
- 9 Friction plates
- 10 Wire-keel pick-up
- 11 Keel stop
- 12 Keel
- 13 Keel release-cock
- 14 Jack tension-device bracket



**IMPORTANT :** When not in use, it is recommended that you do not lock the keel in a high position and thus cause the creation of a certain amount of play in the keel for the next season

# HYDRAULIC STEERING CONTROLS

- 1 Interior steering wheel disengagement pull-knob
- 2 Steering wheel quadrant
- 3 Adjustable steering wires on the quadrant
- 4 Steering wheel pedestal (with lower stops)
- 5 Hydraulic pump to interior steering wheel
- 6 Hydraulic jack to steering
- 7 Intercommunication valve to disengagement system (1)
- 8 Steering hydraulics system



#### BEFORE PUTTING THE BOAT INTO THE WATER

- Provide for the eventual installation of the echo-sounder and speedometer sounds if your boat is to be fitted with these devices.
  - Check the engine and gear-box oil levels (as per your engine maintenance manual). The engine cooling-water drain cocks must be in the closed position.
  - The seating, by means of a seatant, of all optional accessories is essential.
  - Push the speedometer sound into its housing (may be damaged by lifting slings).
  - On shaft-line engines, check that the anode situated at the end of the shaft is indeed in place and check the tightness of the nut as well as the lock-washer.
  - All seacocks (intake and discharge) must be in the closed position (sinks, washbasins, WC, engine).
  - Place mooring lines fore and aft as well as leewards.
  - Check that on lifting no sling comes into contact with any equipment (echo-sounder, speedometer, prop shaft...).
- It is worth noting that making the position of the slings (tape on the wash-strike) on lifting saves time on later lifting operations.

#### MASTING

- Before masting, lubricate all turnbuckles using a "marine use" lubricant (silicone grease).
- Avoid masting your boat with antennae fitted.
- On masting check the blocking and position of the spreaders (always above the horizontal) and see to it that the mast base is totally supported on the mast step.
- Protect the spreader tips.
- When fitting the standing rigging, be careful not to get cables smother in length mixed up.
- Tension the rigging making sure that the mast throat remains rectilinear.
- The optimum mast adjustment is effected during the boat's first trip under sail.
- Once the adjustment is completed, block the bottlescrews for good, protect the split-pins and the bolts using sticky tape.

#### MASTING (cont'd)

- After the first few trips under sail, it is a good idea to check the adjustment as new cables may undergo slight lengthening.
  - In port it is advisable to release the tension on the backstay.
- Régate version:
- Mast makers strongly recommend the use of running backstays when these are fitted.
  - The use of running backstays is favourable to the smooth progress of the boat.
  - The warranty will be invalidated by incorrect use but remains valid where there is an error in manufacture.

#### ON PUTTING THE BOAT INTO THE WATER

- Check the speedometer and echo-sounder sounds are watertight.
- Open the seacocks and make sure they are watertight with the hull and with the corresponding hosepipe.
- Also check the stuffing-box for leakage (refer to paragraph "STUFFING-BOX" under heading "MECHANICS").

#### BEFORE STARTING THE ENGINE:

- Open the fuel cock.
- Open the engine cooling-system cock.
- Engage the electrical circuit by means of the battery cut-out.
- Before starting the engine, disengage the gear so as to obtain the idle position (tick over).

For engine starting procedure consult the engine maintenance manual.

As the engine is turning over, check the cooling system is functioning correctly, then let the engine warm up for a few minutes, after which time you should put FORWARD and REVERSE into gear one after the other whilst at idle speed.

Check that the cooling system water is coming out of the exhaust if this is not the case, stop the engine immediately and check the water system leak, bled (filter).

#### SEACOCKS:

As a general rule it is recommended that you close "thru-hull fitting" seacocks after use.

#### LIFE-LINES:

The life-lines are tensioned between the pulpits by means of a tensioning screw/nipper.

#### BEACHING:

Make quite certain of the nature of the bottom before beaching (atly bell, rocky floor) and of the weather forecast!...

## INTERIOR FITTINGS

## MAINTENANCE AND OUT-OF-SEASON STORAGE

### WC:

When not in service it is advisable to close the cocks.

### Instructions for use:

Make sure that the supply and discharge cocks (inflow/outflow) are open.

To empty bowl, put the pump handle into the "horizontal" position (FLUSH) and work the pump.

To pump dry the bowl, put this handle back to the "vertical" position (DRY) and work the pump.

Shut cocks after each use and above all remember to do this when there is no-one aboard.

When the boat is to be put up for the winter, remove the drain plug situated in the base and work the pump having put the handle into the "horizontal" position.

It is recommended if sea-water has been used to rinse out the WC using fresh water by working the flush vigorously to ensure good working order for the season to follow.

DO NOT USE EITHER ANTI-FREEZE NOR CHEMICAL PRODUCTS

### CUSHIONS AND MATTRESSES:

Take advantage of any fine weather to air the settee seating and backrest cushions as well as the mattresses.

### GALLEY / HEAD:

If your boat is fitted with fibreglass sanitary fittings, these can be cleaned with a sponge soaked in water and liquid soap.

Scouring powders or abrasive brushes and sponges should not be used.

### ELECTRICAL CIRCUIT:

Do not place any electronic instruments or indicators (speaker compass) less than 1m50 (4'11") from the radio equipment's speakers.

### Batteries:

- Check the water level (except for sealed batteries) and top up if need be with distilled water.
- Keep the battery terminals clean and well-maintained.
- Spray the connections with an insulating product so as to protect them from humidity.

### GAS SYSTEM:

- Should the gas-bottle be disconnected, screw the cap back onto the thread of the regulator to prevent any corrosion.
- Replace the hosepipe at the given expiry date.

### WATER-TANKS:

The water tanks can be sterilized by dropping in citrazone tablets (available from chemist's and pharmacist's).

In extended non-use, purify tanks and hoses (acetic acid, white vinegar).

Inspection traps are fitted into the stainless steel tanks and thus permit the cleaning of the inside.

### MAINTENANCE

Moving and mechanical parts must be greased on a regular basis:

- Engine-stop pull-hub, sliding bolts, hinges, locks.
- Gear-box control-lever box

This greasing is to be effected using products specifically intended for use in the marine environment (White Telfon grease).

Strip down and clean fuel separator from time to time.

For the mechanics, refer to the maker's handbook and consult your approved brand dealer or stockist.

### MAINTENANCE OF STAINLESS STEEL AND BRASS:

To be maintained on a regular basis.

Buff up stainless steel and brass articles using a suitable product ("Mitox" in France) should these show signs of surface oxidation.

Rinse deck-mounted stainless steel fittings with fresh water at the end of each season.

### WINCHES:

The maintenance of winches must be carried out regularly.

Here are a few hints which should allow you to keep your winches in good working order:

- 2 or 3 times a season dismantle the drums, clean and grease - at the end of the season, totally strip down, clean with petrol and then grease.

We recommend the use of a white grease with Telfon.

- This grease is peculiar in that it reduces friction and helps combat corrosion. It also has the advantage of being non-toxic, non-toxic and bio-degradable.

### SAILS:

- Avoid letting the sails beat for too long when drying out;
- The initial trips should be effected in medium wind so as to allow the cloth to settle into place.

- Effect an end-of-season fresh-water rinse.

So as to avoid damage to the sails and sheets, do not hesitate to "bandage up" (by means of adhesive tape) any part which might cause a tear or damage (lappit-pins, bolts, pins, bottle screws etc...)

### RIGGING:

Make an occasional check of the tension of the rigging as well as a check of the blocking of the lock-nuts and shaft split-pins.

## MECHANICS

### ENGINE:

Consult the instructions supplied in the boat. It is VITAL that you read these CAREFULLY, they will give you a detailed explanation of how the engine works and of all those operations which will permit correct use and thus keep it in good running order.

### ANODE:

From time to time check the corrosion of the anode situated at the end of the prop shaft and change it if necessary. It is advisable to add an anode to the shaft between the P-bracket and the hull approximately 10cm (4") ahead of the P-bracket (obligatory on a folding prop).

### PROPELLER:

The propeller supplied as standard with your boat is the result of exhaustive tests carried out by Jeanneta in close collaboration with the engine manufacturer.

### DO NOT CHANGE THE PROPELLER WITHOUT FIRST CONSULTING A SPECIALIST

### FUEL FILTER:

To clean the fuel filter:

- completely unscrew the lower screw on the bowl;
- remove;
- empty and clean the bowl;
- change the filter (if necessary);
- reassemble the unit.

To BLEED, unscrew the screw provided for this purpose.

### STUFFING-BOX:

As the shaft turns, water should drip from the stuffing-box approximately once every five to ten seconds and there should be practically no drip when the shaft is stopped (slight seepage can be allowed).

To adjust:

- tighten or loosen the two adjuster-nuts\*;
- make sure the tightening flange remains parallel to the body of the stuffing-box;
- From time to time check the condition of the hose connection.

BEWARE!! Never over-tighten the stuffing-box as this will very rapidly deteriorate the packing inside.

AT THE END OF THE SEASON, Take the tightening flange completely out and check the condition of the packing. If the latter is very dry or if the flange comes up against the body of the stuffing-box, change it or top it up.

BEWARE! This should only be carried out when the boat is OUT OF THE WATER.

## MECHANICS (cont'd)

STUFFING-BOX, turning-gasket model (ERCEN):

**IMPORTANT SAFETY NOTE:** The gland must be checked without fail once a year by an approved specialist.

- Do not forget, following the fitting of the ERCEN gasket, to let water penetrate the interior of the gland by slightly drawing it.

### ENGINE OPERATION:

BEWARE: Never cut the electrical circuit while the engine is running, such action would cause immediate and irreparable damage to the charging equipment.

If your boat is fitted with a diesel engine with a stop-pull knob, it is essential to use this before cutting the circuit with the ignition-key.

**Diesel:** Do not wait for the fuel level to drop to near empty before letting up; this may cause the fuel system to fail.

**Petrol:** It is important to operate the bilge blower before starting up the engine, so as to evacuate any build up of fuel vapour.

### Throttle/gear lever controls:

To release the gear mechanism:

- put the lever into neutral and press the red button.
- in this position only the throttle is operational.

### Engine compartment fire:

Half-way down the companionway steps (on the engine compartment cover) is a hole into which the nozzle of a fire extinguisher can be introduced in the case of fire in the engine compartment.

### Exhaust:

Make a yearly inspection of the exhaust system and replace it if necessary.

### Fuel system:

From time to time check the seals and hose connections of the fuel system.

### STEERING WHEEL:

Make a regular check of the tension of the steering wires.

### MANUFACTURER'S IDENTIFICATION PLATE:

The boatbuilder's ID plate is affixed to the boat and must include the following information:

- Year of manufacture
- Boat type
- Serial number
- Maximum number of persons allowed aboard
- Maximum power
- French Merchant Marine Approval Number
- Navigation class

HULL:

A frequent cleaning of hull and deck should be observed using non-abrasive cleaning agents (such as "Nix" in France) and fresh water.

Should yellow staining appear, this can be removed easily with a cleaner your dealer should be able to supply (such as "Super Decap" in France). BE CAREFUL TO RINSE WELL using water and a brush (a maximum of ten minutes after the application of the product).

For the hull a yearly anti-fouling will avoid tiresome and time consuming hull cleaning (rub hull down lightly before application).

White on this subject, a necessary reminder: any rubbing down of the hull or priming before anti-fouling attacks your gel-coat and undermines its reliability. We thus advise a very light rub-down.

The gel-coat (exterior finish to GRP) can be relied on to keep its appearance.

Against difficult staining on the waterline, muriatic acid can be used. After allowing the acid to work for ten minutes rinse off thoroughly.

Polishing pastes can keep your boat looking as new.

For repairs, refer to attached notes.

Should an immediate and fasting problem arise, we advise you consult your dealer or the JEANNERET company directly.

Avoid using a high-pressure water cleaner above 40°, maximum pressure:

OIL-OF-SEASON STORAGE

For an extended out-of-season storage, particular care must be taken of the engine boat:

- Rinse with fresh water.

- Oil and grease all metal parts.

If the boat is to remain afloat, close all sea-cocks and protect all those parts which might rub or scrape...

Raise the speedometer band.

If the boat is fitted with a studding-box, it is as well to slightly tighten it so as to render it perfectly watertight; do not fail to readjust it before the next trip out.

Drain water systems (beware of freezing!).

Should you be leaving your boat over a period of several months the best procedure is to block off all air inlets and to install a dehumidifier in the saloon whilst leaving cabin, hanging and other locker, ice-box and other doors open. It is also a good idea to stand all mattresses and cushions on their sides.

CARE OF FIBREGLASS

So that you may keep your boat looking as good as new, we have made available JEANNERET factory constituents (genuine parts and products, gel-coat of various colours) to be ordered from your stockist.

INSTRUCTIONS FOR USE

PRECAUTIONS TO OBSERVE:

For correct operation two essential factors: dry conditions, temperature between 15°C and 25°C (59°F and 77°F).

PROPORTIONS:

Our products are preactivated. You have just to add the catalyst (colourless liquid).

The usual proportion is two parts in one hundred (2%).

The pot-life (the time the product remains malleable) is approximately half an hour; hardening being complete after ten hours or so.

PROCEDURE:

To fill a dent or a scratch, clean over the surface with acetone; if necessary rubbing down beforehand.

Prepare the necessary amount of gel-coat, preferably on a pane of glass.

To apply, use a spatula or sharp instrument.

Apply a liberal coat with a view to rubbing down with a wet 'n' dry abrasive and to polishing to obtain a shiny surface.

For minor retouching to smooth surfaces, simply apply a strip of sticking tape (or better still Mylar) to the fresh gel-coat, then remove it after hardening (to obtain a shiny finish, rub down finely and buff up).

STORAGE:

So that they will keep, you should keep the constituents in a cool, dry place away from light.

Polyesters are inflammable and the necessary precautions should be taken.

BEWARE! The catalyst is a dangerous product. Keep out of the reach of children, keep clean of skin and mucous areas. In the case of contact, wash thoroughly in soapy water and rinse well.

CLEANING:

Use acetone to clean all tools and so on.

EVER AT YOUR SERVICE

S. A. JEANNERET

It is stipulated that this document is not contractual and that the information given herein is given merely as guidance; we reserve the right to modify the specifications of boats without prior notice and without the obligation of keeping this notice up-to-date. E80E

OWNER SERVICE RECORD